

CHICAGO SCENE

FEBRUARY

1973

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DATES

February 25

Rallye

March 25

Concour
Wine Tasting

THE REAR VIEW MIRROR

Old North of the border Gritzmacher did as he promised. Once again Wayne showed us to the Magic Kingdom in Elkhorn, Wisconsin where the Porsche's were slipping and sliding. There was some doubt, with the extremely unseasonably warm weather, as to whether or not the event could be held at all. But, never fear, our friend Gritz did all the right things like burning incense in front of a picture of Perry Porsche while repeating the word "CHRISTOPHORUS" over and over again backwards. All kidding aside there was more than enough ice (14 in.) while the temperature stayed warm until around five in the afternoon when it started to drizzle. It sure was a far cry from last year's -20° F. There probably would have been a few more cars up north if they knew we were going to event with or without ice. No, we were not going to drive on water, although a few of our members believe they can, for we had the foresight to rent out Lake Geneva dragway. So if a similar situation ever arises please come out for all contingencies are covered. The event featured two rather long minor courses and a blindfolded gimmick course where the sightless driver received instructions from a navigator. On the serious courses we had the opportunity to watch our new Delta Timing equipment at work. It worked very well. We now have the capacity to time with hundreds of a second accuracy.

The list of people who deserve recognition for their help in running this event is giftifying long: first to Neil Holleb who with his two sons, Josh and Jon, spent all day outside starting and timing cars.

Thanks also to the other members of the teenie bopper set, Taylor Bangert and Kent Gladish, who helped time the cars. Thanks to all the other people who made it happen; Norm Studier, Bruce Janecek, Jerry Meyer, John O'Keefe, Dan Gallagher, Chuck Vischulis, Ron Bodinet, Rip Patterson, Todd Kaitis and Linda Johnson. The Steinworth provided the ideal setting for the event. The hospitality was great, so great in fact that several members never left the bar. The dinner was very nice, even though I am of the opinion that the sirloin of beef could have been a little better, but what can you expect when we had dinner back several times to accommodate all the cars that wanted to run the course.

All in all it was a very enjoyable day. It was even more enjoyable if you stayed up for the weekend which six or seven couples did. In fact now that the Brookings and Vander Werffs know the secret to the Gallaghers success that day I am sure the next Gymkhana will be very interesting. Thanks to Wayne Gritzmacher for providing an opportunity to drive on water, and thanks also to God for the ice to hold up the pretty Porsches.

Chicagoland's

1ST



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RESULTS

MEN-Studded Tires

Ben Hursch 226.66 914 T

MEN-Regular Tires

Dan Gallagher 279.08 911 T
 Chuck Regan 281.17 911 T
 Norm Studier 282.12 912 T
 M. Vander Werff 282.53 911 T
 Horst Peppas 283.16 911 T
 Bruce Janecek 286.36 912 T
 Todd Kaitis 286.61 914/6
 Rip Patterson 289.09 356
 Dick Aiken 292.86 914 (G)
 Jerry Meyer 295.09 912
 Dean Bangert 295.41 911
 Eugene Illing 299.34 356 (APP)
 Rick Abeles 299.37 912
 Wm. Cameron 301.22 914 (G)
 George Gerk 303.13 911 (APP)
 Peter Gastator 303.69 356 (APP)
 Wayne Coursey 304.00 911
 Roger Shapiro 304.05 911
 James Peterson 305.93 914 (APP)
 Wally Ryback 307.43 911
 John Towey 308.45 914
 B. Frohlichstein 310.48 914
 Dan Gerow 312.03 911
 Robert Wood 312.55 356 (APP)
 Ed Centella 312.89 911 (APP)
 Bob Babbin 312.97 911
 Merv Rosen 315.22 911

Chuck Vischulis 317.57 914
 Ron Bodinet 320.51 914
 Dick Gunther 321.36 914
 Joe Marcin 326.41 911
 Jim Bulgrin 329.60 912
 Bob Buckthal 335.44 356
 Harry Muellich 337.02 911
 Harold Beach 340.63 911
 *Alan Brooking 356.79 356
 Gregg Peckman DNF 356 (APP)
 Mark Leuzinger DNF 356

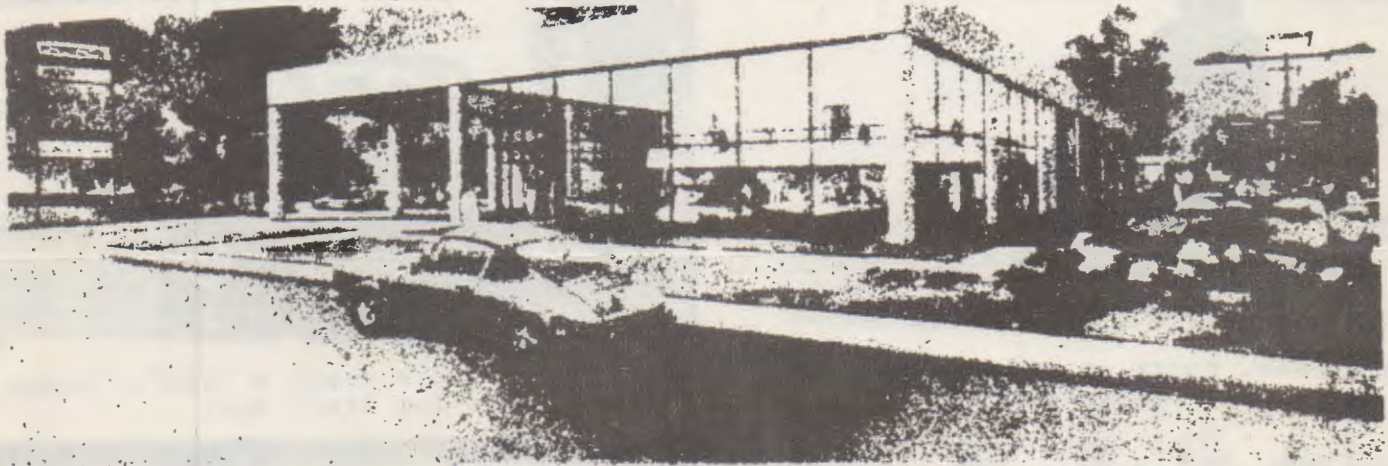
WOMEN-Studded Tires

Dolly Connor 244.69 914 (g)

WOMEN-Regular Tires

Sue Bulgrin 299.59 912 T
 Sandy Gerow 310.95 911 T
 Diane Gallagher 316.43 911 T
 Julie Frohlichstein 317.07 914 T
 Colleen Booth 327.29 911 T
 Syl Babbin 330.49 911 T
 Jackie Parker 330.52 911
 Kathy Abeles 333.02 912
 Susan Peppas 338.00 911
 Helga Meyer 351.15 912
 Barbara Carroll DNF 914 G

(t) Trophy
 (APP) Applicant Member
 (G) Guest
 *(Worst) driver award



PORSCHE | AUDI



Sale of new and used cars
 Parts and accessories are in-stock
 and complete
 Service by factory trained personnel
 using advanced equipment
 in spacious facilities

at
 ohare



The Steilworth.



Uncle Neil rounding up the strays



Starting line



Porsche's in various positions around the course



Damn it Ben, hurry up and get the studs on; it is cold out here.



My Porsche always wears a "bra". Today it has on its fur lined one.



We came up here to slip and slide, and slip and slide she did



This month's inferior import.



Henry and I are running the wine tasting party in March and I want to get into practice.



I need this to get loose so I can drive with my usual excellence.



Wayne: Bob, as you know we recently bought an old tavern in the heart of Dubuque. After remodeling, Eileen and I have 2,000 sq.ft. of living space and 6,000 sq.ft. of space to store the 550 Snyder in. Why don't you come up and see it?

Bob: What, me go to the boonies! I am strictly a big city boy!



"ouch"



That is a funny plate for a 911.



Dr Gunther Shows off his Bear Skin Boots



Bonnie Gladish who easily won the Peggy Flemming award.



After looking at last months Scence we are glad we missed the dinner dance, after all we are very conservative.



Oh Sy!!!



The Peppas, all on skates



I always drive better blind folded



Skip and friend



Event Chairman Gritzmacher



I am getting kind of worried about Bob running around in Chicago in those flashy cloths. Thank heavens he is not very good looking.



I still think it was silly, driving around on the ice, sliding here and there, How childish.



Dan, I missed the pylon by this much,



Aw come on Norm, you did real well, You cannot win them all!



That is right, I am going to be the chief wine tester at the March event, They figure I tasted more at the Dinner Dance than anyone else.



Colleen everyone is real sorry that you are leaving. Everyone maybe except Bonnie.



Jack: Bob, Please don't say "small town undertaker" use the word mortician, it has class.
Bob: OK, you are not doing bad for a small town mortician.



I don't see any difference after all he still is in the "body business",



You can open your eyes now Diane. You did it. You won your first driving trophy.



This is our first event, and we only came to see the sexy guy in the White socks.
Ed's note-he is in Sweden getting charged up.



Say Lynne, have you had your Christmas goose yet?



The Rip Patterson family.



Second, first and third-mens, regular tires.



Millie tells me that I must control these Kleptomaniac impluses.



Second, first and third-ladies, regular tires.



Fourth, fifth and sixth-men's regular tires.



Fourth, fifth and sixth-ladies regular tires.



Allan Brooking, receiving traveling trophy, befitting the relative merit of his driving ability

COMING EVENT

FEBRUARY RALLYE

"A funny thing happened on the way to the end point"

Date: Sunday, February 25
Place: West bound side, Des Plaines Oasis N.W. Tollway
Time: Registration 11 A.M.
first car off 12 noon

At the urging of our fearless leader, the arty Merv, several new members who are well versed in Rallye agreed to put on a different type Rallye. John O'Keefe, Chuck Vischulis and Ron Bodinet are the gentlemen responsible for this unique event.

The first half of the Rallye will consist of a pure gummick fun type of Rallye (instructions on the back of stop signs, etc.) At the finish of this stage there will be a rest area and then the TSD will start. The TSD will end at the Northern Chalet. (1760 Milwaukee, Libertyville) where dinner will consist of either prime rib, wiener schnitzel or sauerbraten.

Trophies will be presented for the gummick rallye, trophies and regional points for the TSD, and a special trophy for the team who presents the funniest story of what happened to them on the way to the end point.

The TSD part will be run in two classes: equipped and un-equipped. Equipped consists of any mechanical devices, calculators, tables, slide rulers, etc.

CONCOURS AND WINE TESTING

Date: Sunday, March 25
Place: Porsche Audi at O'Hare
1000 Elmhurst Rd, Elk Grove Village
Time: Concour Judging at 1:00, wine testing immediately after (concours participants may arrive at 11 A.M. for final preparations)

The law firm of Novoselsky and Gallagher present, for your enjoyment, a concours and wine testing party (no a concours is not an after dinner drink). The Baachus bash will take place within the spacious quarters of Porsche Audi at O'Hare, so if you are worried about getting your car dirty or your feet wet -- don't.

Bruce Janecek, who sampled more bubbles at the dinner dance, has graciously agreed to be chief tester. All kidding aside a large liquor company will lecture about various wines, why some are good and some bad, and will provide plenty of samples for your pleasure. Soft drinks will be available for the little nippers and Dennis Skidmore.

The concours will be our new standard four class type: in Class A, all areas of the car to be judged, Class B., all areas to be judged, however, the undercarriage only esthetically; Class C, all areas except the undercarriage, Class D, all areas except the undercarriage and the engine.

So clean the winter salt off your car, dust off your wine testing cup, exercise your elbow and come on out.

Dear John:

I have made up with my wife (girlfriend, etc.) and want to try yours.

Name _____
 Member Applicant
 Equipped Unequipped
\$5.00 pre-registered \$7.00 at line
Reserve _____ dinners at \$5.50 per dinner
(children's prices will be available) Dinner selection must be turned in at starting line.
Mail to:
John O'Keefe
520 S. Des Plaines Ave.
Forest Park, Illinois 60130

Wine Tasting



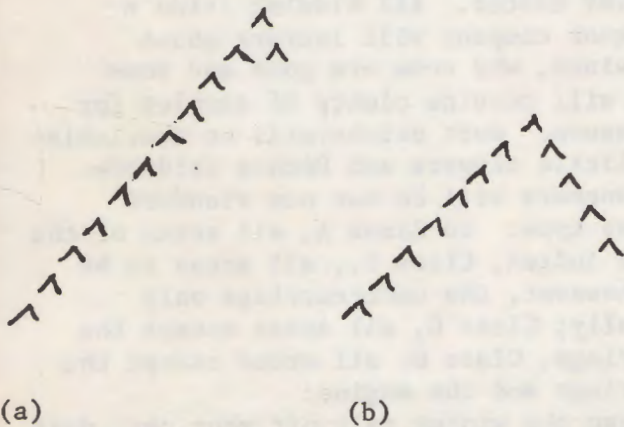
Party

TECH TIPS

DUCKS AND GEESE DO IT-SO DO RACE DRIVERS

One may ask, what geese and race drivers have in common and why it should appear in the Chicago Scene. Indeed, I suppose, one could think of numerous printable (and unprintable) answers. However, here the interest is in the fact that they commonly are found following close behind (neglecting types like Mark Donahue) another of their own species. The questions, then, of drafting and passing with race cars is one that ducks and geese solved long ago while migrating. For those less observant types, Fig. No. 1 (a) shows a rough sketch of a migrating flock of ducks and Fig. No. 1 (b) shows the same flock at a later time. Obviously they are following close to a lead duck who rotates with other members of the flock in a systematic manner. Animals being what they are, there must be some advantage that accrues to the group as a consequence of this formation.

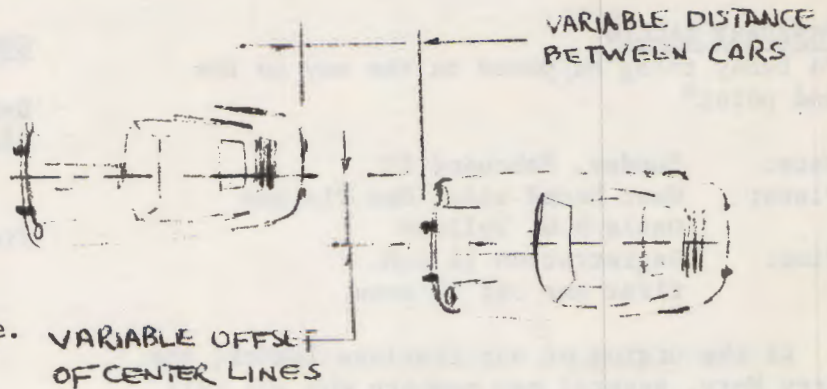
FIG. NO. 1 MIGRATING DUCK PATTERNS



Recently Chrysler Corporation conducted a wind tunnel study of their Grand National stock cars to clarify (and which clarifies the above) the drafting-passing question (Reference No. 1). I am going to try to briefly summarize the results and to explain the common racing procedures and, in passing, show that ducks are not so dumb.

Basically, the Chrysler tests were conducted with two cars (actually 3/8 scale models) which could be positioned relative to one another in the wind tunnel as indicated in Fig. No. 2.

FIG NO. 2 POSITION OF CARS



The results are what race drivers have "known" for some time and represent, from an engineering view, quite large changes. Fig. No. 3 shows the change in drag coefficient, if you prefer you can think of it as horsepower, of both cars as the distance between them decreases. One can see that the second car feels the presence of the front car many car lengths (the actual distance undetermined) away and has as much as a 37% reduction in required power, for the speed of these tests (190 mph) as the distance between them becomes zero. By contrast, the front car does not appreciably feel the presence of the second car until only one or two car lengths separate them. During the last one car length of separation the front car has about a 30% reduction in required horsepower. The conclusion here is if you are the second car you can follow at about one car length with a substantial reduction in power (30%), thus saving your engine and fuel, while the front car must work essentially as hard as normal. This can be particularly important in a long race.

FIG. NO. 3 CHANGE IN REQUIRED HORSEPOWER

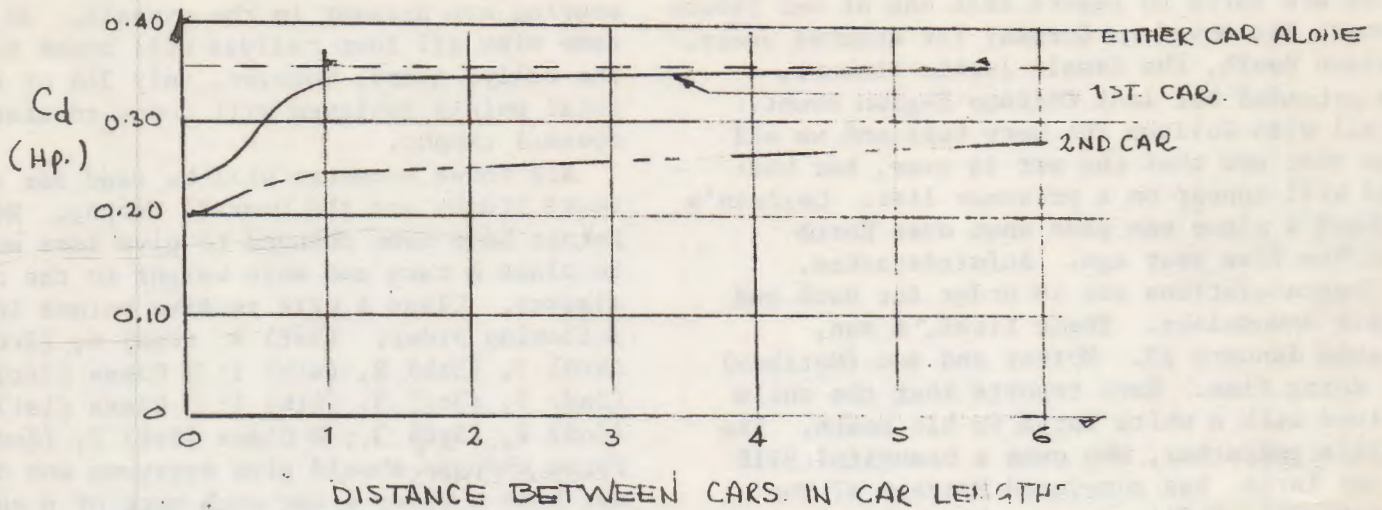
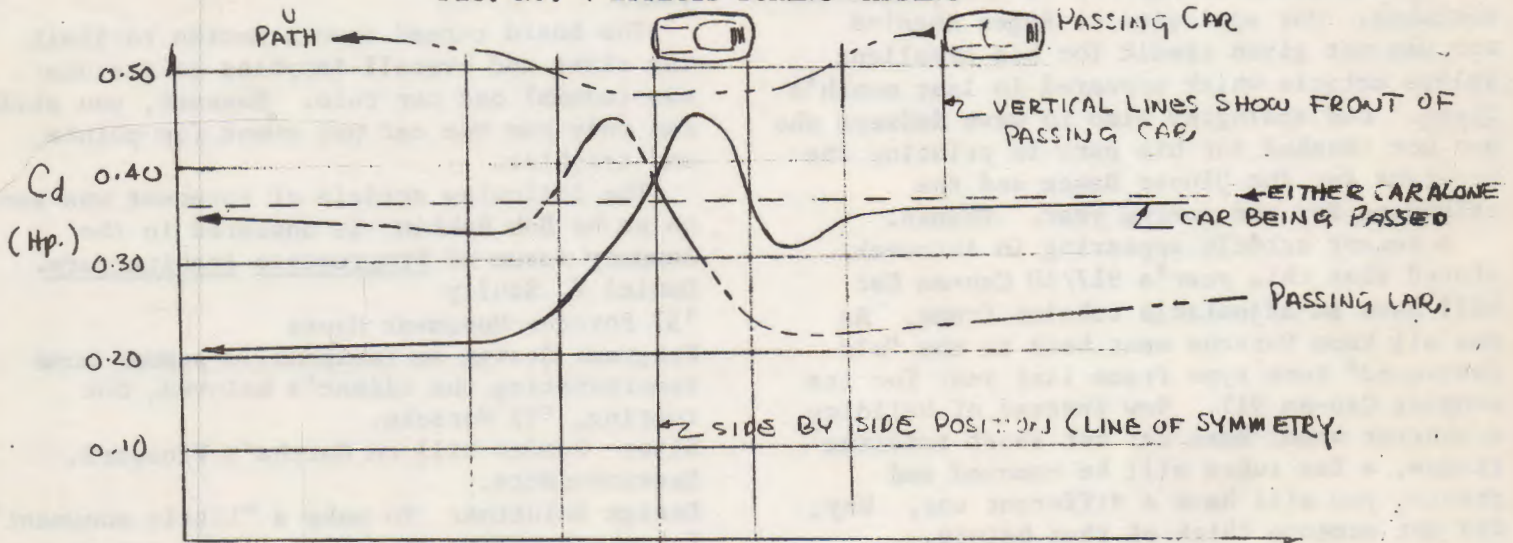


FIG. NO. 4 EFFECTS DURING PASSING



What about passing? One may recall that drivers talk about the so-called "sling shot" effect. It becomes clear that this can be found in the actual test data by looking at the results shown in Fig. No. 4.

As the second (or passing car) approaches the front car, his power requirement stays low, but by contrast that of the lead car begins to increase until at the point where the second car is about half way alongside, the first car requires about 30% more power to maintain its speed. Thus the second car gains speed and momentum while the first car is effectively forced to slow down (which emphasizes the passing maneuver). As can be seen, once the cars are side by side their roles become exactly reversed (symmetry line).

However, the passing car at this point has gained the advantage in terms of speed and momentum which are usually sufficient to carry it past. In summary, the effects

of two cars running together are quite large. The reason (in greatly simplified form) is that the air flows over effectively a longer object of the same cross section, that is, an object that "appears" more streamlined.

Thus flocks of ducks and geese can fly with all of the flock experiencing a drastic reduction in required work except for the lead bird. By rotating the lead position, each bird spends little time working hard and most of the time loafing along...clever!

For those of us who drive only on the road one can conclude it is possible to save on gas by following closely. The only problem is to determine if the savings in gas are sufficient to cover the damage when the car in front stops and we ram into it. Actually, from viewing the results it is apparent that even following at many car lengths results in a savings. Perhaps, then, it is not so important to be in front. I admit, however, it is

MISC RAMBLINGS

We are sorry to report that one of our finest members has moved to Germany for several years. Colleen Booth, the female Jackie Stewart, has attended her last Chicago Region Event. We all wish Colleen the very best and we all pray that now that the war is over, her husband will appear on a prisoner list. Colleen's husband's plane was shot down over North Viet Nam five year ago. Aufwiedersehen.

Congratulations are in order for Hank and Debbie Novoselsky. Their first, a son, arrived January 23. Mother and son (Matthew) are doing fine. Hank reports that the child arrived with a white Targa in his mouth. The child's godfather, who owns a beautiful 911E Silver Targa, has convinced Matthew of the superiority of Silver over the drab white preferred by his father.

Unfortunately the editor of this rag makes mistakes. Our apologies to Roger Shapiro who was not given credit for his excellent Rallye article which appeared in last month's Scene. Our apologies also to Dave Redzsus who was not thanked for his part in printing the programs for the Dinner Dance and the calendars for the coming year. Thanks.

A recent article appearing in Autoweek stated that this year's 917/10 Can-Am Car will have an adjustable tubular frame. As you all know Porsche went back to the "old fashioned" tube type frame last year for its winning Can-Am 917. Now instead of building a shorter wheel base car for short twisting traces, a few tubes will be removed and presto, you will have a different car. Why, did not someone think of that before.

We are happy to report that our dear friend Florence Godow is now home after an extended period of hospitalization. Hope to see you soon.

Several matters of importance occurred at the last board meeting which may interest you. In response to membership preference the board wrestled with the regional points problem. The intent was to give more emphasis to driving events while still trying to maintain a balance with rallying and the concours. The resulting compromise, hammered out over many of Janecek's good Czech beers, would have made Henry Kissinger proud. For this year all events count toward regional points. Now that there are six driving events all six (including the ice gymkhana) count towards the gymkhana trophy. However, when applied toward the overall trophy only of the points are used. This method will put a premium on event attendance and should solve the problem which existed last year of a five way tie for the gymkhana trophy while still preserving the balance between driving, rallying and con-

couring now present in the overall. In the same view all four rallyes will count toward the rallye award, however, only 3/4 of the total points achieved will count towards the overall trophy.

All three concours will be used for the Concours Trophy and the Overall Trophy. However, points have been changed to give less weight to class A cars and more weight to the other classes. Class A will receive points in the following order: (1st) 9, (2nd) 6, (3rd) 4, (4th) 3, (5th) 2, (6th) 1; B Class (1st) 5, (2nd) 3, (3rd) 3, (4th) 1; C Class (1st) 3, (2nd) 2, (3rd) 3,; D Class (1st) 2, (2nd) 1. These changes should give everyone who does not have a Class A car much more of a chance in the overall competition and there probably will be a new overall champion for the next year.

The board turned down a motion to limit the class and overall trophies to the one man (woman) one car rule. However, you still can only run one car per event for points and trophies.

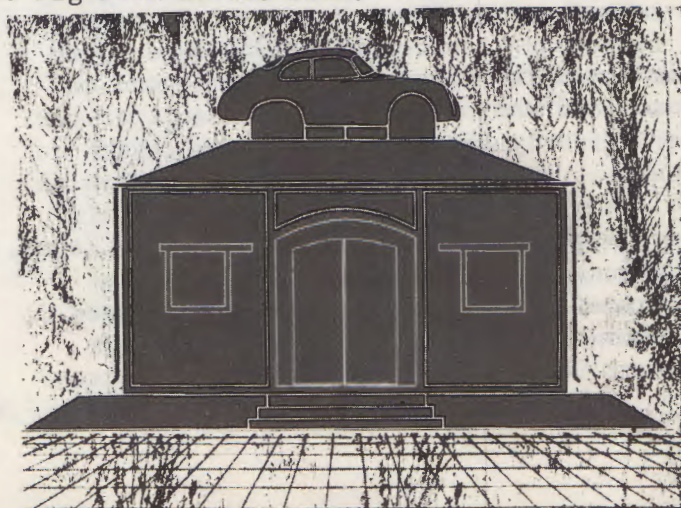
The following article of interest was sent to us by Bob Bobbin: it appeared in the January issue of Progressive Architecture. Daniel V. Scully

'57 Porsche Monument House

Program: Design an inexpensive summer home incorporating the client's beloved, but rusting, '57 Porsche.

Site: Wooded hill on Martha's Vineyard, Massachusetts.

Design Solution: To make a "little monument" for the Porsche, the shell of the car to become an operable skylight over the large main room and sleeping loft. Upholstery on the roof and doors of the car will remain, as will window operating mechanisms. The rusting floor pan, seats and all running gear will be removed, and a glass clerestory will separate the Porsche from the house/monument base. A kitchen and adjoining bath open off the big room at the back.



MISC. RAMBLINGS CONT

Congratulations are in order to the founding members of 356 club. This very exclusive club is open to members of the Chicago region who own or owned a 356 Porsche and who have belonged to the club for 10 years or more. Applications are being taken by Ray Stonecipher and Bob Gummow. This club is in no way meant to take away from the PCA but is in addition to it. No, the 356 club is not planning to have any events except a fish fry where the "old timers" can enjoy a libation or two and tell lies that no one else would remember.

Please pay your national dues. All the bills are out and due. Do not embarrass your region or yourselves. Don't forget only members in good standing nationally are eligible for Chicago events.

PORSCHE MART

The "Porsche Mart" is a service to the members of the Porsche Club of America. Its space is offered free of charge to any member for Porsche related items. Non-members who wish to advertise may do so for \$5.00 paid in advance.

FOR SALE --

1959 356 A 1600 GS Carrera, 23,000 original miles, new silver paint, sunroof, new tires, AM/FM, blue leather, chrome wheels, everything original.

Make Offer
Paul Grunberg
210 Le High Ave.
864-3388

1964, 356 SC, yellow, black leather, 23,500 original miles, Michelin X, AM/FM-SW very clean

Make Offer
Paul Grunberg

1965, 356 C white, blue upholstery, 29,000 original miles, new Pirelli tires, chrome wheels, stebro exhaust

Make Offer
Paul Grunberg

NEW MEMBERS

Duane Arnold Jr. - Collen
2819 B-Avenue NE-72 Silver 911T Targa
Cedar Rapids, Iowa 52403
319/365-1725 home 319/398-4411 office

Mike A. Evans - Judi
331 Hiawatha 71 Green 914
Algonquin, Illinois 60122
312/658-7941 home 426-7232 office

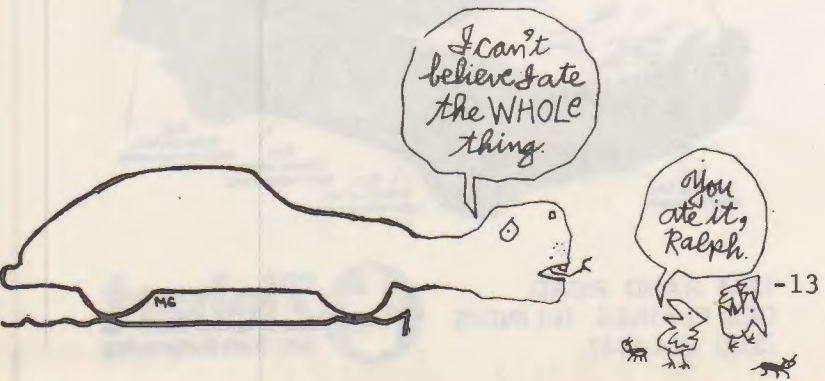
John T. Kleen Jr.
515 West Wrightwood Ave., Apt. 516
Chicago, Illinois 60614
281-5224 home 332-6000 X 253 office
64 red 356 C coupe

John D. O'Keefe
520 South Des Plaines Avenue
Forest Park, Illinois 60130
366-3388 home WE9-5000 X 361 office
67 blue 912 coupe
66 green 911 coupe

REFLECTIONS ON A CARRERA 2

Sunday, October 8, 1972, started like any other Sunday. Turned over a few times in bed, then coffee and the Sunday Tribune. Normally, the funnies are first on the agenda. Why did you pick up the automobile ads which you had not been reading lately? You opened the pages "For Sale" - a 1964 Porsche Carrera 2, gas heater, low mileage, never driven in winter, no rust. Your heart pounded. A Carrera 2. No, you do not need it. You promised your wife, whom you love, no more than four cars. She is a good wife, and a good Porsche wife. Sure, she bitched when she came home from Florida and found a '59 550 RSK in the garage, but you could not blame her. She knew you loved those cars and she also knew that to you those crazy Porsches were much more attractive than even Raquel Welch. You knew that she liked those cars more than she let on and were even proud of her when she drove them. But another Porsche!

You waited until Diane was at church, then you nervously dialed the number listed in the ad. Yes, the car was still available; yes it had only 39,000 miles and has led a very sheltered existence in Memphis, Tennessee, where there is not salt. You set up an appointment to see the car. You knew you were going to buy that car. What should you tell Diane?



When she came home, you told her the truth. She did not get angry, you were surprised. Yes, you promised you would sell the RSK (she never liked it anyway - a strong dislike of the intoxicating aroma of real castor bean oil).

The drive out to look at the car seemed to take forever. The 911 seemed alive in your hands, the force pushing you deep into those great seats. Still it seemed to take forever. You arrived, were let in, and then went out to see the car. There it was, a '64 Carrera Coupe. It smiled at you. "Come sit in my wonderful seats and hold my beautiful real wood wheel. Listen to my beautiful voice." You knew and the car knew. It was alive. You moved forward, ~~crawling on your back under its form~~. ~~Looks~~ ing for rust, you knew you would not find any. You looked inside, even though you already knew what it was going to look like. Very clean, not concours, but very clean. The owner said the engine was bad. You knew that it was not before he started it. There was a knock but you knew it was not a rod knock as the owner said. She told you so. "Take me home and I will make you happy." You pulled out your checkbook. The price was right, but little did it matter.

You babied her to your dealer. The mechanic went over her with a fine tooth comb, nothing major wrong, all minor things fixed. The knock just a loose generator pulley.

She sat there in the dealer's, drawing bigger crowds and more attention than the new 911s on the showroom floor. She was a queen and she knew it. You started her up, she barked defiantly. No need to baby her now. Down hard on the gas, my God, what a beautiful deep sound, nicer sounding than any other Porsche you have ever been in. What torque, quickly 7000 rpm was reached, into second with the hot knife-through-butter smoothness only a Porsche transmission has. This is where it is at, you had arrived.

As you drive her, she made you aware of her identity. Yes, they are making better cars today. The 911s stop much better, are faster, much more stable on the highway, ride better, handle better and are an all-round much better car. Yet, she was a surprisingly easy car to drive, much easier than a 911. "That great torque, the superb seats, sincro rings that could not be better going up or down (contract to a 911), a gas heater which was designed for the Artic. It will fry you right out of the car.

We arrive home, pulled in next to the "silver flash". You presented the Carrera to your wife as "her Porsche", she is happy.

You now find yourself using your wife's Carrera more and more. You find an excuse to drive her, even on nice days when the silver flash would be sallying forth from the garage. When you drove the 911, mortals in lesser cars (and all cars are lesser) would look at you with awe and respect. The car is beautiful, it looks sexy and fast. Just those gorgeous mag wheels alone are enough to cause attention and respect. Contrary, no one notices the "ugly bathtub". You sit at a light, ahead of you the right lane is blocked. When you are in the silver flash, no one would dare pull up on the right, try and out accelerate you, and then cut you off. Now you are in the Carrera, an Eldorado pulls up on the right. The light changes, you floor it, ~~the Cadillac accelerates hard~~, never bothering to check and see where you are. Then, as he is about to cut you off, he notices the old bathtub is slightly ahead of him. He brakes hard to keep from running into the parked car. You laugh!

Later, a Datsun 240Z attempts to blow you off at a stop light, something none would dare attempt on the 2.2E. You let him have it. God, what beautiful noises. You hit third gear and look into your mirror, yes, there he is, about four cars lengths back. You smile and paste another "rising sun decal" on the dash. At the stoplight the "Z" rolls down his window and yells, "IS that thing stock?" You answer, "Yes, and this little four cylinder is not even running right - didn't you notice the oil I was burning?" He is crushed. You laugh as you leave him in a cloud of Quaker State. Dumb jerk doesn't know a Carrera from a Normal.

They still haven't unveiled the rustproof car.



1244 RAND ROAD
DES PLAINES, ILLINOIS
(312) 824-4147



Your lady feels good. Oh, yes, she definately is a lady. No male could be so gentle, yet so hard. So easy, yet so demanding. You point her into your local gas station. Fill her up with Ethyl, and get a quart of 30W Quaker State. Andy, the gas attendant says, "Why don't you get a new car, the engine must be shot in this one, to burn oil like this." He doesn't know! Can not he hear those four cams turning over, all those valves opening and closing, those two C.D. systems humming (Dual Delta Mark Tens-yes they end oil fouling). No, he does not hear, he just doesn't hear. He cannot even see those huge carburetors or the twin distributors. He will never know what he is missing: you feel pity for him.

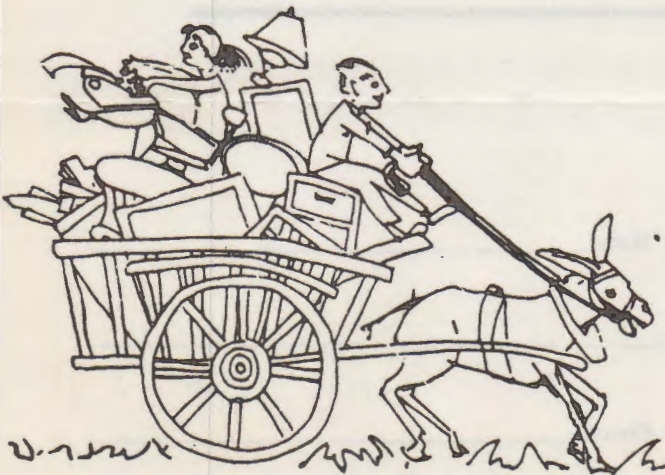
You pull out into the interstate and start on a 400 mile trip (complete with 2 extra quarts of oil). There is a college student hitchhiking. You stop. He gets in. You try to impress him. 7000 rpm in first gear, bang into second, up into third zero to 60 in eight seconds. He says, "I did not know they made 6 cylinder Porsches back then." You tell him

that this is a four. He has a look of disbelief. He asks how fast it will go. You say you do not know; but let's find out. The old girl can really run, the clock says 130 mph. You fly by a MGB who almost swallows his teeth. You let off knowing this is where it is at.

Finally, you are home again, you park her. You look at her. Why, she is beautiful, those soft lines, that beautiful finish. You know she is not as good as the king next to her, but she has something. Something that was there when people bought Porsches because they knew they were the best car anywhere, not because they looked sexy or just won LeMans. She has class. She is the Porsche mystique.

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